AVIATION RISK ASSESSMENT v.8.1

INSTRUCTIONS - Pilot and/or aircraft manager should complete the form initially. Mitigate the risk to an acceptable level. High and moderate risk will be elevated to the Next Management Level for a risk decision. If hazards change the risk during the mission, re-assess and document additional mitigation.

Enter 3 for High Risk, 2 for Moderate Risk, and 1 for Low Risk

MISSION/ SORTIE RISK FACTOR	DESCRIPTION	RISK VALUE	PRE-MITIGATION	POST MITIGATION
MISSION	**Limited effect on mission and/or Incident objectives- DO NOT CONTINUE THE MISSION**			
OBJECTIVES	Recognizable effect on mission and/or Incident objectives-CONTINUE RISK ASSESSMENT			
DENSITY ALTITUDE	>7000' Density Altitude	3		
	5000-7000' Density Altitude	2		
	<5000' Density Altitude	1	0	0
WIND	30-45 kts.	3		
	15-30 kts.	2		
	< 15 kts.	1	0	0
VISIBILITY	1-2 miles or Night	3		
	2-3 miles	2		
	3+ miles	1	0	0
FLIGHT HOURS	Pilot has 24 or more flight hrs. in last 4 days or other fatigue factor	3		
	Pilot has 20 or less flight hrs. in last 4 days	1	0	0
MISSION PLANNING TIME	Planning (objectives, logisitics, who, how and risk assessment) for this mission. Include IMT, Pilot & Mgr., planning time.	<15 Min: 3 >1 Hour: 1	0	0
MISSION	Missions requiring special training, experience, qualifications and/or equipment. Examples: Airtanker, Lead/ASM, Aerial Ignition, SMJ/ Paracargo/ Heli (Bucket, Tank, Rappel, Helitack), SAR, IFR, Night, Mountain Flying, and Non-Pressurized Aircraft Operating 1o,ooo ft	3		
	High level IR, Helicopter FFTR transport, Air Attack, Aerial Recon, or Mitigated 3 Above	2		
	Point-to-Point, Administrative Flights	1	0	0
AIRSPACE	MTR, VFR Routes, SUA or other airspace complexity factors	3		
	Airspace deconflicted in MTR and/or SUA	2		
	No airspace issues	1	0	0
COMPLEXITY # of aircraft in incident airspce during mission	Mix of RW and FW over the incident ≥5 or no Aviation Mgmt. on Inc.	3		
	Mix of RW and FW over the incident <5	2		
	Helicotper or Fixed Wing. Not both	1	0	0
CREW RESOURCE MGMT.	Call-When-Needed Crew and/or Relief Pilot	3		
		2		
	Exclusive Use Crew and/or Primary Pilot	1	0	0
COMMUNICATIONS	Communications are Inadequate- **Must be Mitigated to a 1**	3		
	Communications are Adequate	1	0	0
OTHER RISKS		3		
		2		
		1	0	0
		RISK ASSESSMENT TOTAL	0	0

21+ High Risk. Mitigate to moderate or low risk. Elevate Go Decision To The Next Management Level

20 Moderate Risk. Mitigate hazards to lower risks. Elevate Go Decision to the Next Management Level

12 Low Risk. Mitigate Hazards. The mission should proceed and continue to monitor, supervise and evaluate.

AVIATION RISK ASSESSMENT v.8.1

MITIGATION FACTORS- Other mitigation factors may be used, but must be documented on this form.	
DENSITY	Use the right performance chart for the aircraft
ALTITUDE	Use the best aircraft based on performance
	Down Load the aircraft
WIND	Follow aircraft wind limits and agency policy on wind speeds
	Wait until conditions improve or calmer part of the day
VISIBILITY	Wait until visibility conditions improve to Moderate
	If allowed by policy, file and fly an IFR flight
FLIGHT HOURS	Reduce vertical reference missions
	Reduce overall flight hours
	Use more rested pilot
MISSION PLANNING	Inclusive risk assessment process- pilot, mgr., local knowledge, IMT, other pilots, safety ofc.- Documented.
TIME	IMT use of ICS-215A to assess risk and mitigate aviation hazards
MISSION	IMT use of ICS-215A to assess risks and mitigate aviation hazards
Long-line	Approval of the dip/ drop site by pilot and mgr. and IMT aviation or ops
	Find a larger area for shorter line or internal load
	Use a dip site mgr. to monitor operations
	Determine obstacle height
	Evaluate pilot experience
All Airtanker	Effective use of retardant with incident objective gain
SEAT	Use turbine aircraft with aerial supervision.
Aerial Ignition	Use IAIG planning and a risk assessment process.
	Limit flight <500' to the ignition run only
Pax Transport	IMT use of ICS-215A to assess risks and mitigate aviation hazards
	Fly crews when there is no other means or transport
	Fly crews up, but walk out. Fly gear
Dip Site and Mobile	Brief pilots on potential hazards of specific tank and dip area
Retardant Plant	Use dip site manager to monitor operations
Low Level Flight	Brief pilots and crew members on minimizing <500 flight. Exception not rule
	Use the best aircraft based on performance
Opeating ≥ 10,000'	Use pressurized aircraft
Other High Risk or Non-	IMT use of ICS-215A to assess risks and mitigate aviation hazards
Standard Mission	Use this risk assessment to ID hazards and mitigate the hazards
	Non- standard missions need to be approved by the next highest management level regardless of score
AIRSPACE	Aerial Supervision- LP, ASM, ATGS, HLCO
	Airspace Coordinator assigned
COMPLEXITY	Aerial Supervision- LP, ASM, ATGS, HLCO
	Release aircraft if no aerial supervision or Aviation Management is assigned
EFFECTIVENESS	Low Effectiveness- assess risk or do not use.
	Moderate Effectiveness- assess risk
COMMUNICATIONS	Aerial Supervision- LP, ASM, ATGS, HLCO
	Deconflict frequencies and/or adhere to frequency protocols
	Establish effective radio or other communication
OTHER	